WILHELM F. SCHULT

Born March 3, 1895 in Winthrop, Massachusetts. Grew up in Newtonville, Mass. Studied aerodynamics and aeronautical engineering at Massachusetts Institute of Technology. His flair for engineering came from his father who was an engineer with the Factory Mutual Insurance Companies.

In 1927, Bill Schult moved to San Diego where he was hired as an aeronautical engineer by Ryan Aircraft Company. Between 1927 and his retirement in 1960 he worked for several other aircraft manufactures in Southern California including Lockeed and Northrop.

During his career he was an aeronautical visionary and a creative designer. Starting in the 1930s he engaged in independent research and design of flying wing aircraft. By the mid 1930s he was building and testing scale models of radical new aircraft designs known as flying wings.

By 1941 he had designed and built a scale model of a flying wing design which resembled a B-36 bomber and tested the model in the wind tunnel at California Institute of Technology. He was so impressed by the results of the testing that he became totally convinced that the flying wing design for aircraft was the most efficient and resulted in the best performance.

In spite of his test data and personal convictions concerning the flying wing design, he was unable to convince others at the aircraft manufacturers that they should spend millions of dollars to further design and produce flying wing aircraft. The fact that others did not see the flying wing design as the ultimate aircraft configuration as clearly as he did was a constant frustration for Bill Schult and one that he carried with him to his grave.

He never married, but rather devoted his life to perfecting and promoting the flying wing aircraft design and to sailing.

A longtime member of the San Diego Yacht Club, he was an accomplished sailor with dozens of first place trophies won in sailing competitions all over the countr. The August 1960 newspaper article shown below is just one example. Note that his sailboat is named "Flying Wing"

LONG ISLAND

Steals Sound Show

SAIL BOAT RACES AUG 27 + 28, 1960. LARCHMONT, (N.Y) YACHT CLUB

By ZANDER HOLLANDER.

This late in the season, YRA racing lists are as complete as they're going to be. So it was a mystery when an unfamiliar One Ten raced across the finish line.

She carried No. 444 on her sail and nowhere was such a number translatable into a skipper's name—apparently not even in the portable IBM sail laboratory of Al Bamberger.

If only 444 had been a "did-not-finish," or somewhere else near the bottom of the fleet, one might simply have said the heck with 444. But she'd not only won Saturday's race, she'd done so by a better-than five-minute margin. Again yesterday, until lack of air killed the day for all but one class, 444 was well on the way to a second straight triumph.

Moreover, this smooth black and white craft was as elegantly-finished a One-Ten as anyone hereabouts had seen. So it was vital that 444 stand up to be counted and unmasked. And who does the skipper prove to be but a small, slight gentleman—Bill Schult, 65, San Diego, Calif.

The mystery guest was no mystery to Nora Beamish, the One Ten devotee who invited Schult to try the waters and the skippers of the Sound after having competed last week in the One Ten Internationals at Marblehead, Mass.

An aircraft designer whose boat is called Flying Wing, Schult had trailed her 3200 miles from San Diego to Marblehead in seven days. Now that he has given local helmsmen a weekend lesson he'll be heading home.

Schult usually races in San Diego Bay and the Pacific. Prior to buying his One Ten in 1951, he'd owned a Snipe for 15 years. A light-weather skipper, he modestly allowed that he wouldn't have done nearly as well this weekend if there'd been air in strong doses.

When not racing his own single person sailboat, he participated as a crew member on larger racing sailboats including transoceanic races from California to Hawaii.

Although he grew up in cold Massachusetts and was of Swedish ancestory, Bill loved San Diego and often spoke of the wonderful weather and beautiful harbor.

He died June 14, 1979 and was buried in the Schult family plot, Winthrop Cemetary, Winthrop, Mass. It is truly fitting that this cemetary is located very close to Logan International Airport with airplanes taking off and landing just above his finial resting place. Also flying in the skies above will be an occasional Concorde or B-2 bomber built with the flying wing design that he championed 60 years ago.